



CANADIAN ARMY OFFICERS ON MOTOR TRIP TO HISTORIC BATTLEFIELDS.



ROAD THROUGH THE WILDERNESS.



MONUMENT WHERE STONEWALL JACKSON WAS SHOT, BETWEEN CRANGE AND CHANCELLORSVILLE.



WHERE CORDORAY ROAD BROKE THROUGH.



ON ANTIETAM BATTLEFIELD—N.Y. MONUMENT.

BY HOWARD S. FISK.

A PARTY of prominent officers of the Canadian army has just ended an interesting motor trip, which began at this city and, after a four-day run through Maryland, West Virginia and Virginia, ended at Fredericksburg, Va., one of the historic towns in the Old Dominion. During the trip a number of battlefields were visited, including Antietam, Chancellorsville and the Wilderness.

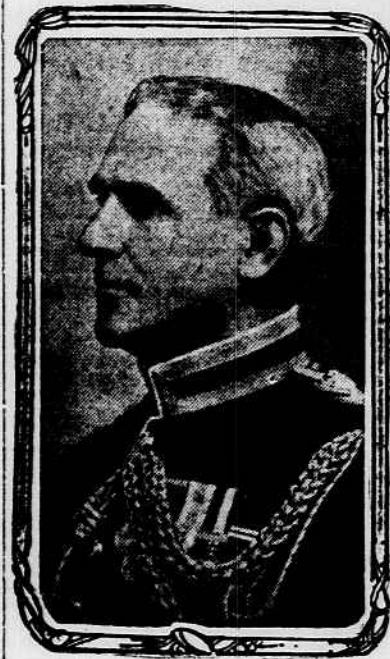
In the party were Col. Sam Hughes, commander-in-chief of the Canadian army; Col. Winter, Col. Gordon, Maj. Hull, Maj. Edwards, Capt. E. A. C. Williams and Capt. John St. Johns, all of the Canadian army. They were accompanied by Corp. Willis, who acted as orderly for the party. The trip was arranged in this city, and two Packard "30" touring cars, piloted by J. L. Millar and Kinley Upmeyer, conveyed the party through the three states over a distance of 419 miles.

Leaving here about 9 o'clock one Thursday morning recently, the party headed for Frederick, Md., via Rockville, Gaithersburg, Clarkburg, Hyattstown and Urbana. From Frederick the journey was continued over South Mountain to Boonsboro, Keedysville, Sharpsburg and the Antietam battlefield. Here the entire party spent considerable time recalling the details of the encounter in the vicinity of Sharpsburg and inspecting the monuments on the battlefield. The national cemetery also proved of interest to the visitors.

Departing in a westerly direction from Sharpsburg, the trip was resumed in the direction of Shepherdstown, Va., where a turn was taken over the good road to Halltown and Hagerstown. Here the left fork was taken in the direction of Berryville and Winchester, where the night was spent. The total distance covered on the first day was 129 miles. The weather was ideal and no accidents occurred to mar the pleasure of the outing. Winchester was reached at 5 o'clock in the evening.

Sweep Down Valley.

Unlike the day when Gen. Sheridan swept down the Shenandoah valley on his silent steed, the group of Canadian army officers bright and early the next morning took their places in the two touring cars, and ere long were sweeping over the same route taken by the famous warrior and heading for Strasburg and Fishers Hill, made famous by the battle of that name. From Fishers Hill the cars were swung across country, leaving the beautiful Shenandoah valley turpentine in the background and speeding over the roads through the



COL. SAM HUGHES, Commander-in-Chief of Canadian Army.

mountain gaps, with Front Royal as the next objective point of interest.

Front Royal was reached in good time, and later Culpeper. In the vicinity of Front Royal good roads were once more encountered, which soon gave way to ones not so good in character. From Culpeper a course was taken directly to Orange, Va., where the second night was spent. Between the two latter towns heavy black mud was encountered in places, which made the going heavy, and, consequently, when the day's run was over the odometer showed but ninety-five miles registered. In some places the roads were found to be almost impassable, but both cars came through with the tourists in good shape.

At 8 o'clock the next morning everybody was up and prepared for the final dash to Chancellorsville, the Wilderness and Fredericksburg. For a distance of eight miles out from Orange the roads were found in good condition for motoring, but after that the party was forced to continue its run over muddy corduroy roads, which in some places were axle deep in mud. Quite frequently springs were found running beneath the corduroy road, which caused the machines to plunge through the road surface and up to the frames in mire. It was through this section that on one occasion "all hands" got out of the two machines and spent over an hour prying the cars out of the mire. In many places the roads encountered resembled

the "Old Telegraph road" from Washington to Richmond.

It is in the Wilderness that there is to be found along the roadside the stone monument erected on the spot where Gen. "Stonewall" Jackson fell. The background is composed of tall pine trees. The name of the general is carved on the monument on the side facing the road. The large foundation stone is rough in character, while the next layer above is smooth. On the four sides are recorded the fact that Gen. Jackson fell mortally wounded on the spot; that his last words were "we will cross the river and rest in the shade of the trees," and that Gen. Lee said that the Confederate service could better have lost him than Jackson.

There are also chiseled on the monument the words spoken by Gen. Lee on the night of the battle of Bull Run. "There stand Jackson's men like a stone wall."

Other points of interest visited in that vicinity were the Wilderness Tavern and the Wilderness Church. Col. Hughes and Col. Winter, who acted as spokesmen, in each of the cars, were both fully posted on every move made by the various commands over half a century ago and never lost sight of a single detail in explaining to the younger officers the fierceness of the campaign which was carried on in this section of the Old Dominion.

Arrive at Fredericksburg.

Arriving at Fredericksburg at 1:30 o'clock in the afternoon, the party enjoyed a good dinner and preparations were made by the Canadian officers for returning to Canada. Several of the officers in the party were due to return at once. Others took the train for Richmond. The officers who took the train for Canada passed through Washington on their way.

The two machines returned over the road from Fredericksburg that afternoon, leaving the historic town about 3 o'clock. The route selected was via Stafford, Court House and Dumfries. Everything was running smoothly up to the time Dumfries was reached, when about 8:30 o'clock in the evening another sort stretch of road was encountered, which put one of the cars out of commission and caused the night to be spent in this place, the second oldest town in the state. About three miles out from the town Upperman's car suddenly struck a soft place in the road and by the time Miller's car caught up to him the machine was almost up to the frame in the mud. Realizing their condition at a glance, two yoke of oxen and a horse were secured from a farmer at Dumfries and an attempt made to pull the car out of the mire.

The more motorists looked the worse conditions grew. It looked like a big night's job, which it afterward turned out to be. It was while engaged in the work of digging the car out of the mud that they were attracted by the ringing of fire bells and flames shooting high into the air in the direction of Dumfries. They rushed back to the town and assisted the citizens in forming a water-

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Clean Lamps Are Best.

Few, even those who drive frequently at night, appreciate the importance of keeping the lens mirrors and front glasses of motor lamps clean. A greasy or a dingy surface, such as follows one or two evenings driving, absorbs a considerable percentage of the light. By far the best and handiest thing to clean the lens mirrors is a mixture of equal parts of alcohol and water: a 50 per cent solution evaporates more slowly than pure alcohol, thereby giving time to wipe the glass clean.

sume the journey northward, but by this time the motorists decided to pull into Dumfries for dinner. The two machines were then headed over a different road, with Minnieville as the objective point, feeling that this road would be in better condition for traveling than north from Dumfries over the old road. Washington was reached at 2:30 o'clock that afternoon, with no further trouble of any character. The only tire trouble was a blowout on one of the machines, which occurred in the early part of the trip.

A total of 410 miles was covered by the two cars. At one time several teams were found in the lower part of the state with six horses attached and mired in broad daylight. The machines, however, got through without any further trouble than the delay at Dumfries on the return trip.

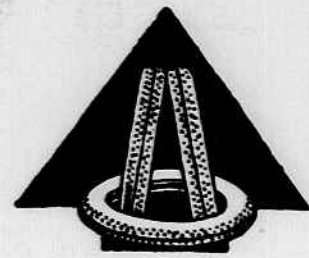
Col. Hughes, Winter and Gordon fought in the Boer war with distinction and instructed the younger officers in the party throughout the entire trip. Col. Hughes is a member of the Canadian parliament, and has the honor of wearing a Victoria cross. Maj. Gordon Hall had been over the route on a previous occasion. The photographs on the trip were taken by Corporal Willis.

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